



THE CONCEPT

The European Union is one of the largest consumer markets in the world. Supplies of goods require increasingly efficient services with a low environmental impact. Logistics intended as a set of services tied to goods handling are highly strategical in this context. Production chains look at logistics not just as a simple service, but as a strategic factor in their respective economies of scale. Whithin logistics, one of the fields of greatest economic importance and lowest environmental impact is maritime transport.

Today it is safe to say that one of the main factors in the re-balancing in development between Central and Northern Europe on one hand and Southern Europe on the other is the logistical re-balancing between the two areas. At the centre of this perspective are the development and improvement of ports and more complete and efficient maritime logistics in the Mediterranean, bridging the gap that separates it from the main ports and logistics centres of Northern Europe, from Rotterdam to Antwerp and Hamburg.

The increase in international traffic has brought the Mediterranean back into the spotlight in the last few years. Most of the goods in the large volumes of exchange not only between Asia and Europe, but also between Asia and America, transit through Suez and cross the Mediterranean. Nowadays these goods are mainly headed for Northern European ports, extending the journey by another 4 to 6 days.

Making sure that the Mediterranean can manage this traffic directly and that supplies for the European Union enter from the South and not only from the North is one of the main challenges for all Mediterranean countries, starting from Italy. The European Union is developing new strategies and promoting new initiatives towards these goals, well aware of the fact that a more developed Southern Europe is in everybody's interest.

Antonio Felice
Project Manager
Green Med Journal editor